

Amendments to the Specification:

The paragraph starting at page 1, line 13, is amended and now reads as follows:

-- The driver of the vehicle should adapt the speed when there is precipitation and a wet roadway associated therewith. This lies within the discretion and ability of the driver. Here, faulty estimates can be made with the ~~corresponding~~ correspondingly high potential of danger for the driver and others. --

The paragraph starting at page 5, line 23, is amended and now reads as follows:

-- The means 35 include a characteristic field whose input quantities are the measured values, which are supplied by the detecting means, and which characteristic field forms a maximum permissible speed of the vehicle as an output quantity in dependence upon the received measured values. Here, it is necessary that at least one measured quantity for the environmental conditions of the vehicle is supplied to the means 35 and, in dependence upon this at least one measurement quantity, the maximum permissible speed is determined. This at least one measurement quantity can, for example, be the rain intensity measured by the first detecting means 10. It can, however, also be a measurement quantity of the remaining detecting means ~~(15, 20, 25, 30)~~ (15, 20, 25, 30). Furthermore,

several measurement quantities can be supplied to the characteristic field of the means 35 as input quantities. The more measurement quantities are supplied, the better are the environmental conditions considered in the formation of the maximum permissible speed. The characteristic field can, for example, be applied in the context of driving experiments of the vehicle for different environmental conditions. To different environmental conditions, that is, to different values of the measurement quantities utilized as input quantities, a corresponding maximum permissible speed of the vehicle is assigned in each case. --

The paragraph starting at page 13, line 6, is amended and now reads as follows:

-- For the case wherein the means 35 have determined the maximum permissible speed based on corresponding poor environmental conditions as described but the driver does not want a limiting of the speed and shows this via actuation of the accelerator pedal 1 for the first pregiven time, the limiting is disabled and an increase of the speed can be realized in the form of a ramp function or iteratively in a pregiven step width. This affords the advantage that an abrupt approximation to the speed, which is wanted by the driver, is avoided and the driving comfort and driving safety are not impaired thereby. The increase of the speed in the form of a ramp function can, for example, take place in accordance with a linear characteristic line stored in the comparator means 40. This characteristic line limits the

increase of the driver command torque and inputs this limited slope to the limiting means 45 which then limits the increase of the speed of the vehicle to this limit value in accordance with the pregiven ramp function. The pregiven ramp function can likewise be suitably applied, for example, in the context of driving experiments in order to ensure the desired driving comfort and the desired driving safety. In the case of an increase of the speed of the vehicle, the initial speed is increased up to the speed wanted by the driver above the maximum permissible speed with the aid of the iterative method in a pregiven step width. In each iterative step, the increase takes place in accordance with the pregiven step width, which likewise (for example, in driving experiments) can be applied in such a manner that a wanted driving comfort and a wanted driving safety are maintained. The smaller the step width and the less steep the slope of the ramp function, the greater are the driving comfort and the driving safety for the increase of the speed. The greater the pregiven step width or the slope of the ramp function, the more rapid the speed is reached which is wanted by the driver. For the pregiven step width or the slope of the ramp function, values can also be pregiven in dependence upon the type of driver, for example, for a sporty driver type a greater pregiven step width or a greater slope of the ramp function and for a more economical driver type, for example, a lower step width or a less steep slope of the ramp function is provided. In the case of the iterative increase of the speed in the pregiven step width, the comparator means 40 can output a correspondingly incremented driver command torque to the limiting means ~~40~~

means 45 for each iterative step to which the driver command torque in the particular iterative step is limited. This driver command torque is wanted by the driver via the actuation of the accelerator pedal 1. --